

...and to All a Good Night.

December 2020

GALTtraffic

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Photo of the aurora borealis over the VOR outside of the Iqaluit Airport (CYFB) on Baffin Island in Nunavut, Canada courtesy of **Michelle Kinney**, with the assistance of Jay Legere of the CBC. Daylight photo below is a screen capture of the VOR from Google Earth.



The newsletter of
EAA Chapter 932

November Virtual Gathering Recap

Getting the Most from a POH featuring Andy Miller

On November 14, EAA932 hosted a virtual gathering that featured one of our favorite speakers, Andy Miller, CFI and nationally recognized aviation educator, who joined us from Appleton, WI.

Andy's presentation was about the use and content of an airplane's **Pilot Operating Handbook (POH)**. Andy began his presentation by showing the results of three aircraft accidents and asking what, *besides pilot error*, they had in common.

The first involved engine failure caused by a pilot's failure to enrich the fuel mixture during a descent from 10,500 ft. The second was a twin that suffered fuel starvation due to improper fuel management. The final accident was a gear collapse on landing because the pilot failed to address a low voltage issue before departure that resulted in full electrical failure.



We already know that 80% of aviation accidents are caused by the pilot. The big question that Andy asked is, "Why? What was the accident chain that led to the incident?" Two common element in each of these accidents was that the pilot didn't have a thorough knowledge of the aircraft's systems and each failed to follow the emergency procedures checklist that are documented in the POH.

The first thing Andy noted is that a POH is required in aircraft built *after*

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March 1, 1979. Prior to that date, manufacturers provided information about the aircraft and its performance in any combination of manuals, markings and placards. Manufacturers provided either an **Airplane Flight Manual (AFM)**, a **Pilot Information Manual (PIM)** or an **Owner's Manual** that sometimes was sometimes just several pages long. None of these are FAA approved because they *are not specific* to a particular aircraft and are not kept current.

The big difference between an AFM and a POH is that the POH is required to be *kept current* (as when changes are made to an aircraft's equipment), is specific to an individual aircraft's serial number or serial number range, and is approved and signed by an FAA official. The manufacturer is required to provide it or the equivalent. Pilots are required to have and to comply with the AFM, POH, or equivalent manuals, markings and placards in the airplane. (You can be ramp-checked for them!) It is *legally* part of the aircraft and transfers with ownership. Note: if the POH or a required placard or marking is missing, the aircraft isn't airworthy.

While the FAA requires that certain content be provided, the format of the POH has been *standardized* by the **General Aviation Manufacturer's Association (GAMA)** so that information may be more easily located in similar sections across aircraft types:

- **Section 1** consists of *General information* that does not pertain to the aircraft's flight.
- **Section 2** deals with the aircraft's *Operating Limitations*, such as airspeeds.
- **Section 3** lists *Emergency Procedures*, like engine failure, in checklist form that is usually followed by detailed explanations. This is the information that can save your life.
- **Section 4** provides the *Normal Procedures*, often in the form of checklists and amplified in more detail.
- **Section 5** is all about the aircraft's *Performance*. Among the things that you find in that section are

tables that describe cruise performance at various temperatures, altitudes and speeds.

- **Section 6** contains information pertinent to *Weight and Balance* calculations. Note that an airplane's empty weight and center of gravity (CG) may have changed if equipment was changed. That information should appear in the maintenance logs.
- **Section 7** always describes the **Aircraft Systems**: the engine, fuel, electrical, controls, etc.
- Section 8 will have specific information about *Service and Maintenance* recommendations.
- **Section 9** is where you need to look for any

Supplemental Information such as instructions for a new nav system or other equipment that might have been added or changed. Note that Supplements to the POH *must* be carried in the airplane as they may change the procedures.

Andy noted that as the pilot in command (PIC), you are responsible for the *entire* POH. The reality is that none of us are likely to remember every bit of content. And if you fly an older

airplane, the manual probably doesn't even have all the info you need.

The important point is knowledge that is seldom used is forgotten. If we don't read the POH regularly, we'll forget that we have it at our fingertips. Aviation's many acronyms (the bane of flight students) can be helpful. For example, we use **ARROW** to remember what documents are required to be in the aircraft: the **A**irworthiness Certificate, **R**egistration, **R**adio license, **O**perating Limitations, and **W**eight and Balance information. Also, in-person classes, forums, webinars and virtual gatherings can all serve as valuable reminders of things we already know when put in the context of recurrent training.

A question arose about what can be done if your POH goes missing or becomes damaged and unreadable. Andy explained that a copy, either printed or electronic, that matches the exact type and serial number of your aircraft is acceptable. Generic manuals

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do not meet the legal requirement. He also noted that potential sources for a matching manual are

It's important to be sure that the EFB you use (ForeFlight, Stratus Insight, FlyQ, etc.) is using the same information that appears in your POH. Andy recommends that you do several **Weight and Balance** calculations on both, and verify the results. Also, check the specs for the **default aircraft setting** in the software and make sure you have current info, if especially if mods have been made to your airplane.

often aircraft type-clubs.

There are a number of take-aways from Andy's presentation. The first is that we need to understand our airplane's systems, components and limitations.

Reading the POH provides the knowledge. Re-read it regularly to stay familiar with how everything works together so we know what to do in an emergency.

As pilots, we are required to comply with the contents of the POH. The key is understanding, not memorization. A CFI needs to know that you know where to find the information when it's needed.

Checklists that are provided in the POH are minimal. We can add to them as needed. Durable, laminated checklists should be readily available in an emergency. Checklists are critical tools for the safety of the aircraft. Make sure that your own checklist includes *everything* in the manufacturer's checklist and is as good or better than the one they provide. You can also add your own placards and markings to have specific info readily accessible to you.

The information is there for our own safety and the safety of those who fly with us, so *know your POH!*

Our thanks to Andy Miller for another excellent presentation!

Planes on Posts

Jimmy Stewart's Twin Cessna 310

Thanks to our own **Jeff Hill**, founder and first editor of the *Galt Traffic* newsletter (*more to come on that in the future*) for alerting me to this freshly mounted *Plane on a Post* at the Jimmy Stewart Airport in Stewart's hometown of Indiana PA.

EAA Chapter 933 played a *pivotal* role. The story of how six guys with a pair of pick-ups managed to haul the derelict plane 1,400 miles, and the many challenges faced by the chapter and other

volunteers, is an inspiring tale of endurance that you can read it by clicking here: [CLICK](#)



An estimated 6,500 hours of work were put into restoring the aircraft before it was mounted to the post. A custom made bearing housing allows the airplane to turn into the wind.



The dedication ceremony.

EAA Chapter 933 had this plaque created for the location



Send your photos of any **Planes On Posts** to Editor@EAA932.org.

Thanks to Neil, POP is now international, so you'll be instantly famous all over the world! As if that weren't enough, we'll send you a **limited edition EAA932 sticker** you can proudly place on your forehead (or airplane) so people everywhere will recognize you!

The President's Page

Arnie Quast, President, EAA Chapter 932



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Greetings Chapter Members,

As 2020 draws to a close, I think we can agree that the world has changed in so many ways. The bright news is that vaccines have been developed and as the new year kicks in, hopeful signs of normalcy are on the horizon. In this past year our chapter has adapted to new ways of conducting gatherings. A year ago, who would have thought that "Zoom" would play a major role in how we do business, how we teach and learn, and as a tool to keep our members connected? The EAA has adapted to the challenges in positive ways. As a chapter, we've expanded our horizons, connecting with members and chapters across the country and around the world!

Our final gathering of the year took place on November 14th. We hosted a webinar facilitated by our good friend, Andy Miller. Andy is a CFI and FAA FAAS Team Representative. Andy's presentation on Pilot Operating Handbooks was interesting and well received. Many of the attendees registered for WINGS credit. In addition to our chapter members, people from all around the country attended this gathering virtually. As always, we learned more about how we can improve our future online events. Hopefully, our next gathering with Andy will be live in the Studio at Galt Airport!

As we move into December, things will be a bit different. The Christmas party usually hosted by JB Aviation will not take place this year. The chapter will take a break from group activities as we continue to stay safe and enjoy the holiday season. However, our board will be meeting to plan for the year ahead.



Marty Papanek

The board will see a few changes as the new year starts. After serving as Chapter Secretary for six years, Paul Sedlacek is stepping down. I cannot thank him enough for his sincere support and the many positive contributions he has made to our chapter. Chapter member Marty Papanek will take up the role of Chapter Secretary. Marty and his fiancé, Monica have been very active in our chapter over the past few years. Marty is retired from the Federal Aviation Administration (FAA), having worked on the certification of avionics for many years.

Our Director of Membership, Chad Genengels, is stepping down from his position and Kurtis Guillan will take over to help us out. Many thanks to Chad for all of the work he has put in to bring our membership database up to date, and was able to merge our membership data into EAA's online Roster Management program.

Kurt Guillan has been actively involved in many of our gatherings and has served

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as a mentor for candidates in our scholarship programs. Beyond his work with the chapter, Kurt is a pilot with Skywest Airlines, based at Chicago-O'Hare.



Kurt Guillan

Finally, I would like to welcome Stephanie McClellan to our chapter. As many of you know, Stephanie is the Aircraft Maintenance Administrator for JB Aviation. You'll remember her from our October newsletter which described the ongoing restoration of a Cessna 150 at Galt Airport. I sense that Stephanie will bring a lot of motivation and enthusiasm into the leadership of our chapter. Stephanie and her husband Patrick are the parents of three kids, all of whom she hopes will someday learn how to fly in the family's C-150 when the restoration is completed. The McClellan family has been involved in many of our chapter activities over the past few years. I am grateful for their willingness to become further involved in our chapter!

Please, check our website at www.eaa932.org, when you want to learn about upcoming events, and be on the lookout for fliers posted at the airport for information on chapter gatherings. This January, we hope to try a new outdoor event at the airport, so plan to bundle up and have some fun! The theme will be "Cabin Fever." Watch for more information!



Stephanie McClellan

In February, we are looking forward to a joint virtual gathering with our friends at EAA Chapter 322 in South Africa. Our plan is to share a bit about our airports, our members, the airplanes we fly and the places we like to fly to. We will be looking to do some casual interviews around the airport as we put together an overview of

our Galt community that we can share online.

In March, we will host a virtual presentation on aircraft checklists. Brian Lee, President of EAA Chapter 441 in Kent, Washington, will be our guest at this gathering. Brian is a CFI, and also works for Boeing.

As always, we welcome your input on the kind things that interest you. I've gotten comments at folks would like to see more events held at the airport. We hear you loud and clear, and expect to provide more of those opportunities as the pandemic subsides.

Until then, have a joyous holiday season, and fly safe!

Arnie

Wright Brothers Memorial Banquet – Virtual Event

You're Invited! December 10, 2020 – This annual banquet honors the spirit and achievements of the Wright Brothers.

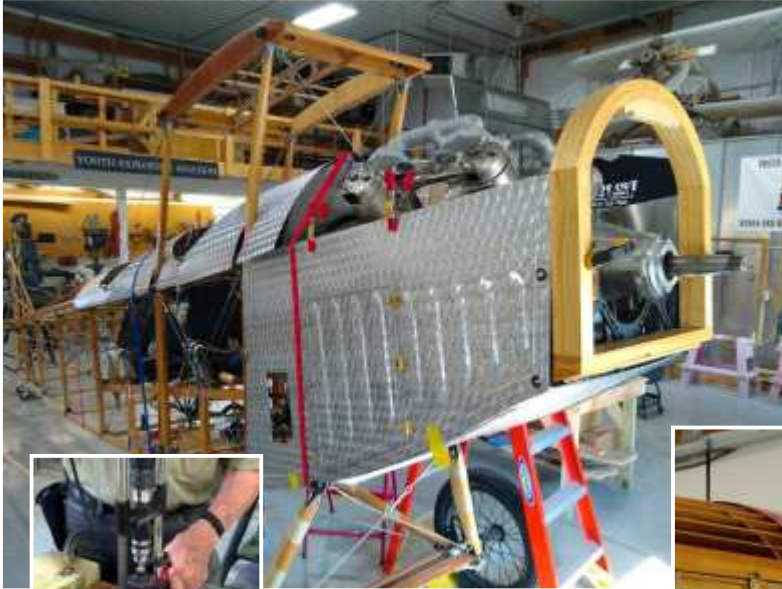
Because of the limitations on large gatherings due to the pandemic, this year's Wright Brothers Memorial event will be a virtual one, open to all EAA members at *no charge*. EAA members must log in to their EAA.org web account and visit EAA.org/WrightBrothers to access the event.

The live stream will begin at 7 p.m. CST.

A recording of the event will also be available on demand for members to view at their convenience.

Updated Views of EAA 1414's Jenny Project

with some photos courtesy of EAA Chapter 1414



The finish that a day and a half of burnishing can achieve



The hundred-year-old liquid-cooled V-8 power plant produces just 90 hp. It is shown above temporarily installed..



Seats mounted and control wires installed.

Layered and turned exotic hardwoods make for notable joy sticks.



A constructed wing being prepared for covering



Poly Fiber polyester fabric was applied to the wings, heat shrunk and coated.



Lacing goes through the wing, top to bottom, securing fabric to rib caps. Stitching is covered with finishing tape and recoated.



It takes about 3 weeks to cover each wing

- 2 clear coats, brushed
- Stitching
- 4 more fill coats sprayed
- UV protector coating
- Silver coat
- Color coats

The new custom built propeller arrived!





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Airport Business Hours

8AM to 5PM
Monday thru Sunday

Congratulations!

*Congratulations
to Matt Komin.
He passed the checkride
and earned his Private
Pilot's license on
11/13/2020.*

*Pictured with
Designated Pilot
Examiner (DPE),
Dave Monroe (right).*



*JBA student pilot,
Lou Gaddy,
enjoying some
air time.*



Autumn sunset at Galt Airport

Ask the CFI:

This month's question:

"When you are flying into or at an airport with a control tower and ATC says you are 'cleared for the option' just exactly what are your options and what do you have to tell them?"

Answer:

"Cleared for the option" is a common phrase used at tower-controlled airports and an option approach permits the pilot to do any of the following; a full stop landing, a touch-and-go, a stop-and-go, a low approach or a missed approach. Here is what they all mean.

- A **full stop landing** means that you intend to land and exit the runway. You may want to taxi back for another take off or you might be taxiing to an FBO or a hangar.

- A **touch-and-go** is a landing followed by an immediate takeoff without stopping or exiting the runway. You will be expected to touch down only briefly without slowing down and configure for takeoff on the go.

- A **stop-and-go** is a landing which comes to a full stop on the runway and once you have configured your airplane for takeoff you can start your take off from where you stopped. The point of the stop and go is not to rush the procedures needed for takeoff and is appropriate for complex aircraft when you need a few extra seconds to reconfigure. It is also useful for night currency landings when you must come to a full stop but you don't want to waste time taxiing back to the beginning of the runway. This takes a little bit more time on the runway but is often safer and more efficient, assuming there is sufficient runway length.

- A **low approach** would be a deliberately planned go around maneuver when you don't intend to actually touch down on the runway.

- A **missed approach** is a procedure used by instrument pilots when an approach cannot be completed to a full stop landing or during training when the pilot deliberately plans to fly the missed approach procedure. If you plan to fly the missed approach procedure you should let ATC know your intentions after passing the final approach fix (FAF) inbound at the latest. After reaching the decision height (for a precision approach) or the missed approach point (for a non-precision approach) and you have initiated the missed approach procedure or alternative ATC instructions, you should let ATC know as soon as practical.

Whichever option you choose, let ATC know as soon as you can what you plan to do so they can plan for other traffic accordingly. It's worth noting that if any approach to land isn't working out perfectly you can and should make the decision to go-around at any point in the pattern. Just tell the controller you are going around and what you'd like to do next. 🛩️

Beth Rehm, CFI

JB Aviation Flight Training

Aviation Quote of the Month

"One of the great things to me about flying is that it's still a miracle!"

Comment made by Andy Miller during his virtual presentation sponsored by EAA Chapter 932 on November 14, 2020

Send any interesting aviation quotes you spot to editor@eaa932.org.

Looking Forward: Planning for 2021...

The following events are in various stages of planning. More information will be available as events become finalized. As always, we welcome the input of our members. Check the chapter's website for updates: EAA932.org

January

EAA Chapter 932 will host **"Cabin Fever"**

A socially- distanced drive-in movie and bonfire!

Plan to enjoy a movie and hot chocolate in the comfort of your vehicle or join us out by the bonfire.
(Please consider donating your Christmas tree for the fire!) It's sure to be a great time!

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The plan is to share videos about our airports, our members, the airplanes we fly and the places we like to fly to. We hope to do some casual interviews around the airport and put together a video overview of the Galt community that we can share online.

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Brian Lee, President of EAA Chapter 441 in Kent, Washington, will be our guest at this gathering.
Brian is a CFI, and works for Boeing.



***Wishing All of our Friends in the Aviation Community
the Happiest of Holiday Seasons and
a Safe and Joyous New Year!***

Galt Traffic is published monthly on www.eaa932.org and also electronically distributed in PDF format to approximately 800 readers. To be added to the distribution list, please contact editor@eaa932.org.

EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619